

HAWAIIAN GAZETTE

M. RAPLEE,
DIRECTOR OF THE GOVERNMENT PRESS

HONOLULU:
WEDNESDAY, DEC. 7, 1870.

BY AUTHORITY.



Official notice has been received at this office, of the
Proclamation of a Republican Government in France,
and Minister TROCHET, BAILLIET, who has hitherto
represented the Imperial Government at this Court as
Commissioner and Consul, has been continued in the
same position by the new Government.

CHAS. C. HARRIS,
Minister for Foreign Affairs.
Department of Foreign Affairs,
Honolulu, Nov. 25, 1870.

THE BIRTHDAY OF HIS MAJESTY, THE KING, occurring
this year on a Sunday, notice is hereby given that
Monday, the 12th day of December next, will be
celebrated as a holiday on the occasion.

CHRISTMAS DAY occurring this year on Sunday,
notice is hereby given that Monday, the 26th day of
December will be observed as a public holiday.

NEW YEAR'S DAY occurring this year on Sunday,
notice is hereby given that Monday, January 2nd,
1871 will be observed as a public holiday.

F. W. HUTCHINGS,
Minister of Interior.

* Interior Office, Nov. 22d, 1870.

DURING my absence from Honolulu, the Hon. D.
Kalaheala will act as Governor of Oahu.

J. O. DOWNS,
Governor of Oahu.

J. R. WILLIAMS, Esq., has been appointed District
Justice for the District of Ewa and Waianae, Island of
Oahu.

J. O. DOWNS,
Governor of Oahu.

THE Christmas vacation of the Government Engi-
neers this year will extend from the 23d proximo to the 9th of January, commencing the
first term of the new year on Monday, Jan. 9th 1871.
By order of the Board of Engineers.

W. JAS. SARRI, Sec'y.

Honolulu, Nov. 29th, 1870.

Notice is hereby given that Punaui bridge will be
closed to traffic on and after Thursday the 24th inst.,
for the purpose of repairs, and remain so until the
work is completed.

GEO. H. LEECH,
Road Supervisor.

Road Supervisor's Office, Nov. 22d, 1870.

Lawyer and Notary Public, in and out of the Act en-
titled "An Act to License the carrying of Goods
between and over the Islands," approved the 18th day
of July A. D. 1870.

Sept. 12th, Dec. J. O. Downs, No. 1.
17th, M. E. Hansen, No. 2.
24th, M. E. Hansen, No. 3.
30th, A. C. Smith, No. 4.
30th, A. C. Smith, No. 5.
Oct. 1st, William Newsom, No. 6.
10th, William Newsom, No. 7.
20th, Geo. H. Lee, No. 8.
27th, C. T. Gulek, No. 9.
Nov. 12th, W. Young, No. 10.
Nov. 12th, W. Young, No. 11.

CHAS. T. GULICK,
Chief Clerk Int. Dept.

Interior Office, Nov. 22d, 1870.

Our Prospects.

In the minds of some people, the deca-
dence of the whaling business, will
materially affect the commercial pros-
perity of this Kingdom as it will that
of those ports in the United States,
from which a large proportion of the
ships engaged in the business have
been owned, and from which they have
been fitted for their voyages to this ocean.
There undoubtedly was a time when the
almost entire withdrawal of the whaling
fleet from our ports, as is likely to be the
case at present, would have been a most
serious, not to say, disastrous event to this
country. That time, when every
producer in the country depended mainly
upon the demand among whalers, during
the spring and fall seasons, for their pro-
duce. Every agriculturist during that
time regulated his season for planting so
that his crop of potatoes or other produce
should come to maturity at the time the
ships were due; the merchants and shop-
keepers replenished their stocks, reno-
vated their stores, and polished up gener-
ally, just before the time the whalers were
expected, preparatory to reaping a golden
harvest. During the dull summer months,
when people were tired of doing little or
nothing, the almost unanimously ex-
pressed wish of every one was for the
time to pass quickly so that the "busy
season" might commence. Every one
then was depending upon the caprices of
an exceptional commerce, which owed
its existence to the enterprise of the peo-
ple of another country, and which would
cease as soon as it became unprofitable
either on account of a fall in the demand
for the commodity produced, or a diffi-
culty in the production of the commodity it-
self. Those who gave the subject serious
thought, must have foreseen that the one
hundred and fifty to two hundred ships
engaged in whaling, employing from five
to six thousand men, must in no very long
time exhaust the limited grounds upon
which successful voyages were made, and
that those who had depended upon the
profits of the trade must eventually seek
some other source of revenue.

The principal "home port" of the whal-
ing fleet since the opening up of the North
Pacific grounds, has been New Bedford.
The people of that enterprising city (which
had grown rich and populous from the
profits of the whaling business), saw the
certainty of the falling off in the profits
of their business, and invested much of
the capital which they had accumulated on
the seas, in manufactures. By this, they
have saved themselves and their city from
the utter prostration which their elder
sister in the whaling business—Nantucket
—is laboring under, owing to the deca-
dence of the whaling business from that
port. New Bedford is now a flourishing
New England manufacturing town, and
although the business by which numbers
of its citizens became millionaires has al-

most entirely ceased, the city will still
flourish and its people continue to be pros-
perous, because they have had the fore-
sight to prepare for the exhaustion of the
whaling grounds by providing other in-
dustries for themselves. In this regard
we believe the Hawaiian Islands to be
fully up to New Bedford. Instead of de-
pending solely upon the semi-annual visits
of the whalers for support, our enterpris-
ing citizens have, to a large extent, en-
tered into the manufacture of sugar and other
agricultural products, to an extent
which will save the country from the pro-
stration which would have resulted from
the withdrawal of the whaling fleet a few
years ago. Instead of the few week's busi-
ness and consequent profit to the inhabi-
tants of the ports of Honolulu, Hilo and
Lahaina, as was the case a few years ago,
we have now from all parts of the country
a constant and increasing production
which gives labor and profit to all, which
finds a ready market in the great com-
mercial centres of the world, and for which
we are not obliged to look to the expedi-
ence or profit of distant parts. In fact
those who have entered into the cultiva-
tion of the soil, amid all the difficulties
they have had to encounter, are the true
benefactors of the country; they have
placed it in a position to take care of
itself without the patronage of for-
eign shipping which was liable at any
time to withdraw itself from our shores;
they have laid the foundation of a mater-
ial prosperity which reaches every inhabi-
tant of the kingdom and which is bound
to increase and place the country in the
first rank of sugar growing countries, and
enables us to say to the whalers, cheer-
fully, "good bye, we are sorry you are go-
ing, but if you must go we are proud to
state that we are able to do without you."

The Harbor Master's Office, during the past
week, has presented a busy scene: the
Hawaiian sailors, on the one hand, and
the shipmasters, on the other, have been
making up their agreements for another
season's work. Numerous friends
of the shipping sailors (bunnies as we
heard them designated,) crowd the outer
office and help make up the noise and
hubbub that tends to confuse the business
in hand, which, nevertheless, progresses
accurately under the methodical manage-
ment of Capt. Smith.

The Northern bound ships will get their
full complement of men at the usual rates,
for this season, which are: for foremast
hands, \$50 advance and the 140th lay.
The large number of homeward bound
vessels, makes the fleet to cruise at the
North, for the next season, smaller than
usual, and the number of men required,
therefore, will also be reduced. It was
thought, at one time, that there might be
an indisposition on the part of the sailors
to go again North, as their share of the
voyages, owing to the very low rates of
paying off, notwithstanding the catch has
been larger than usual, turned out very
slim. If, during the down passage from
the Arctic, they indulged in hopeful an-
ticipations of a pocket full of dollars, where-
with to have a jolly time on shore, or to
waste in such foolish ways as sailor men
are proverbial for, these anticipations
were not realized, as the balance in favor
of Jack, was in most cases pitiful indeed.
The market price of oil at New Bed-
ford, and the other oil marts of the East,
during the fall months, is the basis from
which the paying off rates in Honolulu
are calculated. These calculations take
in a number of contingencies, charges and
chances of mishaps, that may affect the
oil in its progress to the place of sale, to-
gether with a reasonable allowance to
cover the timidity of shippers and owners
about the final returns of their invest-
ments. For this season, these are judged
by those conversant with such matters, to
be fairly covered so far as seamen's wages
are concerned, by an allowance of one
hundred per cent.

We suppose that few articles are taxed
and charged so heavily as oil in its pas-
sage from the try-pot of a ship to the can
or lamp of the consumer. A running tap
of commissions and allowable per cen-
tages, profits, etc., is put upon it, all the
way along, that so weakens its capacity
to turn out profitably, that it is often a
mere question of degree, between owners
and sailors as to which are the most victim-
ized parties in the whaling venture. Yet
there is something exciting, something of
luck in the fisheries, which allure contin-
ually those who follow the calling to try
their fortunes upon the sea, with the hope
that each season will turn out a fortunate
one for them. If the catch is poor, the
price of oil may be high, and if the catch
is extra good an extra penny they hope
will surely reward the risk, toil and hard-
ship of the Arctic voyage. But it so hap-
pens, from one cause or another, that the
common sailor does not "strike the rich"
at any time, and his wages on the average
does not come up to those of his class that
labor on the land. It does not exceed
that of the agricultural laborer, who is the
poorest paid of any class, but who, at the
same time, suffers none of the priva-
tions, hardships or dangers incident to a
sea life.

We notice that the Harbor Master has
stricken out of the shipping articles, this
fall, the clause that the seamen shall be
paid off at Consular rates, and has made
the articles in the form usually employed,
that is, shall be paid off at the wages
agreed upon, viz: the 140th lay. This
we conceive is a fairer method for the sea-
man, as he will take his choice on pay
day, either to have his share of the oil or
commute the same for money at rates that
may be agreed upon. There is no point
where greater differences of opinion exists
in the fall than what is the value of oil in
Honolulu. There is always a margin of

several cents between the experts, wheth-
er they are, or are not in the oil trade, and
practically, one of the parties to the busi-
ness,—the officers and men of the ship
have no chance to have their say in the
matter. They find the price per gallon
made up when they reach the port, and
at these rates the ships are paid off. The
Consular rates, though made up with
great care and due regard to the interests
of all parties, can never be more than a
fair judgment upon what is the actual
value of the oil here, after eliminating all
the charges and chances that may befall it
up to its transformation into cash, and
this rate ought not to be imposed upon
the Hawaiian sailor as a part of his ship-
ping agreement.

In another column will be found the re-
port of a case tried before Justice Hart-
well, in which the value of oil was one of
the points at issue in paying off the plain-
tiff,—Pancy,—and which was adjudged to
be 35 cents per gallon, on the testimony
of a competent witness. We do not sup-
pose that whaling will ever be prosecuted
under any other form than that of "lays"
in the catch. This seems to be the only
spur available to insure that each person
on shipboard shall make use of his utmost
diligence. When the ships were paid off
at home, or the very port where the oil
was sold, there was not much chance for
dissatisfaction on the part of the mariners
as to the value of their oil. It differs in
this port, sufficiently so, that it may lead,
perhaps, to a modification of the present
practice of shipping men. These may
choose to take the chances of the catch,
but demur to the chances of the oil market,
and hence ship, as we know many of the
officers already do, at a pre-
fixed price for their oil and bone. But in
whatever way shipping may be done, we
fear that it will not make much difference
to the common sailor, his seven barrels
in every thousand is quite sure to be used
up either in advances or losses.

—The beauties of litigation are exemplified in the
history of a suit about a pair of trousers in Illinois.
The trousers were worth \$2.50, but they cost
the county \$75, and the plaintiff \$100, and then
the jury disagreed.

NEW ADVERTISEMENTS.

ROYAL HAWAIIAN THEATRE

To-Night, Wednesday, Dec. 7th,
MISS ROSE EVANS'

Dramatic Entertainment!

Last Night of Romeo and Juliet!

Last Night of Clouds & Sunshine!

AN ENTIRE CHANGE ON FRIDAY EVENING, DEC. 9.

Just Received per A. J.

Pope from Bremen,

HEAVY AMOSKEAG DENIMS, Fancy Flannel
Shirts, Silk Umbrellas, Kid Gloves,
Cotton Handkerchiefs, Vinegar, in Barrels and
Dressings, Brown Salts, in casks and cases,
Capitol Oil in Tins—1 Gallon, 1 Pint, 1 Quart,
Cloves, Shell Almonds, Cream of Tartar,
French and Spanish Olives, Huntley & Palmer's
Sole Butter in 1 lb. tins, Wilkin's Pure Cheese,
Edam Cheese, Butter in tins, Lea & Perrin's
Sauce, Starline Candles,
250 Tons Best Steam Coal,
Ride Powder in 35 lbs. Fire & Arch Bricks,
Muntz Yellow Metal and nails, assorted,
Oak Boats for Coasters' use, Cut Tomblers,
Flower Pots, Market Baskets, Children's Wagons
Dumplings, from one to five gallons,
Wrapping Paper, Manila Rope, 1 to 1 1/2 inch,
Cable Rope, 1 to 1 1/2 inch, Wilkin's Pure Cheese,
Hoop Iron, Iron Tinned Sausages & Tea-kettles
Superior South Canvas, No. 8 to 12,
Oak and Pine Shingles and Highbands,
30,000 Galvanised New Oil Shingles.

—ALSO—
A Large Assortment of Havana Cigars—Favorite
brands, Rum in barrels, Gin in cases,
An Assortment of Fine Glassware, &c., &c., &c.

For Sale by

H. HACKFELD & Co.

47c 1m

W. HUMPHREYS & F. BROWN,

Importers and Dealers in

Wines, Spirits, &c., &c.

Merchant St., opposite the Sailors' Home.

RESPECTFULLY BEG TO INFORM THEIR

Friends and the Public, that they have

Just Received, per Simr. Moses Taylor,

From San Francisco; a large Invoice of

Very Superior AMERICAN WHISKEY,

CALIFORNIA WINES,

Cases Oregon Cider, in qts. & pts.,

ALSO, ON HAND,

JULES ROBINS & CO'S, AND HENNESEY'S

—BEAT—

PALE BRANDY AND FRENCH COGNAC!

Of good quality. Also, a large and varied

Assortment of

Champagnes, Sparkling Hook.

German and French Wines.

&c., &c., &c.

Including the Celebrated

C. FARRE, GRAND VIN EUGENIE CHAMPAGNE.

Also, Just received an Invoice of Genuine

Duff Gordon & Co's Pale Sherry,

AND BERNARD & CO'S

Old Tom and Ginger Wine,

All of the best quality. Also, a large as-
sortment of

THE BEST GIN!

Large and small, in cases and baskets, and a large
lot of

Superior Ales and Porters,

In quarts and pints, in fine order, just imported from
England, in the Catalineau. Also, a large quantity
of high

JAMAICA RUM, in BOND!

See. All the above mentioned articles will be sold
at moderate prices.

Photographic Gallery.

HAVING OPENED A PHOTOGRAPHIC

GALLERY, I hereby appoint my former student, Mr. F. C. CHASE,
to act as my agent, to receive my oil and paint portraits
and to take the same, and shall try, by attention
to the tastes of my customers, to merit their patronage.
Also, for sale, Photographs of celebrated persons,
views, &c. Pictures of all kinds taken in the most reason-
able manner.

P. S.—Photographs of the Coronado Throne for sale at my
Gallery.

H. C. CHASE.

NOTICE.

THERE WILL BE SOLD AT AUCTION

ON THURSDAY at 12 o'clock M., at the Govern-
ment Store, the following extra good animals: 1
horse, brand right P. C.; 1 bay horse brand right, 1
1 bay mare brand right V. left N.

P. K. HARRIS, Pound Master.

Panama, Dec. 6th, 1870.

TO LET.

THE HOUSE LATELY OCCUPIED

by H. A. WILSON, on Judd Street. Apply

to

Furnished Rooms to Let

AT MRS. T. THURMS, No. 29, King

Street.

Wales goods to the value of £3,392,753.

In exchange for these the exports for the
same period footed up £9,033,444 or £1-
540, 639 in excess of the amount of im-
ports received. This indicates a healthy
state of trade.

Sydney has a perfect network of rail-
ways radiating in all directions. Tele-
graph wires ramify over the whole of the
vast territory, connecting the metropolis
with every settlement of any importance
on the Australian continent and the is-
land of Tasmania.

MOLOKAI, KALAE, November 25th 1870.

MR. EDITOR,—Dear Sir:—Regularly every Friday

morning at about 9 o'clock we see the steamer

Kilanea pass our port, Kaulakaka, Molokai, with

hulls or two from shore; the thought naturally

occurs to me as well as to many other residents, why

does she not stop here before our port and take pas-
sengers, mail matter and such freight as may be ex-
pendent. And certainly, as this island is also one of
the Hawaiian group and in the direct way of the
steamer's route, it appears but reasonable that it
should derive some benefit from steam communica-
tion. If practicable, it need not detain her more than
one hour, and would pay well besides being of in-
calculable benefit to the inhabitants and the develop-
ment of this island.

Again, if the Steamer were to leave Honolulu at 9
or 10 o'clock in the evening instead at 4 P. M. she
would be off Kaulakaka on or before day break to
land and take passengers or freight and mail, pro-
ceed on her route and be in Lahaina at breakfast
time and still have time to reach Kaulakaka by next
morning; even this arrangement appears to me to be
quite practicable, a saving of fuel and profitable, to
say nothing of the comfort to passengers to spend a
social evening either with their friends on shore or
on board the Kilanea in the port of Honolulu.

Respectfully Yours,

MOLOKAI.

—The beauties of litigation are exemplified in the
history of a suit about a pair of trousers in Illinois.

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Cotton Handkerchiefs, Vinegar, in Barrels and

Dressings, Brown Salts, in casks and cases,

Capitol Oil in Tins—1 Gallon, 1 Pint, 1 Quart,

Cloves, Shell Almonds, Cream of Tartar,

French and Spanish Olives, Huntley & Palmer's

Sole Butter in 1 lb. tins, Wilkin's Pure Cheese,

Edam Cheese, Butter in tins, Lea & Perrin's

Sauce, Starline Candles,

250 Tons Best Steam Coal,

Ride Powder in 35 lbs. Fire & Arch Bricks,

Muntz Yellow Metal and nails, assorted,

Oak Boats for Coasters' use, Cut Tomblers,

Flower Pots, Market Baskets, Children's Wagons

Dumplings, from one to five gallons,

Wrapping Paper, Manila Rope, 1 to 1 1/2 inch,

Cable Rope, 1 to 1 1/2 inch, Wilkin's Pure Cheese,

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